

SCALISE to this Chamber, victim of a horrible shooting aimed at him because he was a Congressman. It could have been any one of us.

Today the Democrats spoke on the steps of the Capitol about the need for reasonable gun law reform, and with us was Gabby Giffords, who was shot in 2011 because she was a Congressperson doing her job.

Congressman JOHN LEWIS had said that you can't go to a movie theater, you can't go to a concert, and you can't go to school and feel safe. You can't be a public official and feel safe.

What happened in Las Vegas where 58 people were murdered and over 500 injured calls on the United States Congress to take action to protect the American people.

□ 1015

This is the time to act for reasonable, commonsense gun reform laws. Former Deputy Prime Minister of Australia Fischer, who, in 1996, after the greatest mass shooting in Australian history, led an effort to reform the Australian laws, sent a missive to President Trump suggesting this is the time for him to act and to do something very important for American society. He said: It can be done.

After those killings in Australia, they passed laws that made automatic and semiautomatic weapons illegal. They had a buyback program that bought back over 600,000.

After the 1996 effort, which was difficult but successful, Australia has not had a killing of over five people. Prior to 1996, they had 15 or 16 shootings of that nature.

Everyone recognizes Australia's success. We need to do something besides just having continued moments of silence.

Yesterday, on a bill on this floor about the unborn taking precedence over the rights of women, quite a few Republicans came to the floor and talked about pain to the unborn and loss of their potential for life. But none have talked about the pain of the 500 who were injured and the 58 lives that were lost.

We could pass laws to eliminate bump stocks that, apparently, this murderer used to make his weapon into, effectively, an automatic weapon, where you can shoot hundreds of bullets at a time, which he did. Bump stocks should be illegal. Senator DIANNE FEINSTEIN had a bill to make them illegal in 2013, and she has one again.

We need better background checks and to make sure the mentally ill don't get guns. Unfortunately, in this Congress, in February, we passed a law that President Trump signed with passion and a flare that eliminated a rule that said that the Social Security Administration would send the names of people who couldn't manage their own financial affairs to a bureau to see to it that they were on a list so they couldn't buy guns.

If you can't successfully manage your own financial affairs, should you have a gun?

I would submit not. But that bill was passed on a partisan vote and signed by the President, making it easier for people to get guns when the Social Security Administration has found they cannot manage their own affairs.

The same for the no-fly, no-buy list. If you are considered too much of a security threat to fly on an airplane, you shouldn't be able to buy a gun. The arguments we heard against that were about due process.

Has anybody brought a bill to give the people on the no-fly list due process? Has it come to the floor?

No. It won't. It makes sense to have a no-fly list. They also should be the people that can't buy guns.

We shouldn't have semiautomatic weapons. Automatic weapons are illegal. The bump stocks make regular weapons automatic weapons.

The CDC is prohibited by law from doing a study to see if there is a connection between gun violence and mental health or our country's health. That law should be repealed. We shouldn't fear the CDC study.

High-capacity magazines also shouldn't be permitted, and law enforcement should be protected from armor-piercing bullets.

I hope that we can act to save American lives.

REFORMING AIR TRAFFIC CONTROL

The SPEAKER pro tempore. The Chair recognizes the gentleman from Michigan (Mr. MITCHELL) for 5 minutes.

Mr. MITCHELL. Mr. Speaker, I rise in support of the 21st Century AIRR Act, a comprehensive act to reauthorize the FAA and reform air traffic control.

Our aviation system was once the best in the world, but, unfortunately, America is no longer first in flight. Ask anyone who flies. They know our aviation system is plagued with inefficiencies. These range from indirect routes that send us all over, trying to get from one point to another; seemingly endless delays; and time wasted on the tarmac, hoping to take off to head to your destination.

These delays and congestion cost travelers and our economy an estimated \$25 billion a year.

You may have heard that argument that there is nothing we can do; 50 percent of our air traffic delays are caused by bad weather.

Well, underlying that is 50 percent of our delays are caused by bad weather because you have to space out aircraft further and differently when the weather is inclement.

Why is that?

Well, in many cases, we are using World War II radar technology to keep track of modern aviation. In fact, over 400 air traffic control facilities were built before the invention of the inter-

net and 9 of them are old enough to collect Medicare if they were a live human being. Think about that. They are that old.

Questions have been asked: Why haven't we simply fixed the problem?

After all, taxpayers and passengers have poured billions of dollars into the FAA to modernize that system over the last 30 years, yet we have little to show for it.

As President Clinton pointed out nearly 20 years ago, "part of the problem is our outdated technology . . . but a more fundamental problem is also how the FAA operates."

I couldn't agree more.

We recently had a hearing regarding air traffic control, and the FAA was asked: What does it take to get to a modern air traffic control system like is used in other parts of the developed world?

I was told: If we had 10 more years and \$30 billion more, we would hope to have the project done.

I come from private business. Hope is not a plan.

The 21st Century AIRR Act would replace a Federal entity that has proven itself to be ineffective with an independent, not-for-profit board tasked with modernizing our air traffic control system. They would have one duty: providing the safest, most efficient air traffic control service to all users.

Contrary to critics, our board would be balanced. It would be comprised of users of the system. All are represented equally.

Quickly, let me bust a few myths here.

Critics argue that transferring air traffic control services from the FAA to a new entity would be a free giveaway of Federal assets.

Well, first, let me state they are not Federal assets. They are our assets. We paid for them. Everyone in this Chamber has paid for them. Every taxpayer has paid for them. They are owned by the people.

Most of these assets are so old and outdated that, in many cases, they are actually a liability. There are many facilities that are actually environmental brownfields.

A number of FAA facilities no longer meet OSHA standards, yet, somehow, some of the critics claim that these are valuable Federal assets. In fact, users are going to pay to update this air traffic control system. They will pay for the equipment, staff, and technology to finally update a system that we have been trying to do for over 30 years.

Many in this Chamber talk about refocusing the Federal Government, reducing it back to its core missions, reducing government back to what it does best. This bill does just that.

Mr. Speaker, after billions of dollars and decades of Federal bureaucrats' fruitless efforts to modernize our air traffic system, it is time for change. It is time for real reform.

Mr. Speaker, this bill does exactly that. Let's bring the bill to the floor.

Let's achieve real reform, rather than just talking about it.

ASSISTANCE FOR PUERTO RICO

The SPEAKER pro tempore. The Chair recognizes the gentleman from Illinois (Mr. GUTIÉRREZ) for 5 minutes.

Mr. GUTIÉRREZ. Mr. Speaker, I have received a lot of calls in my office in the last few days. Some are offering help to the people of Puerto Rico, but many are from moms and dads hoping to hear from their children, from children hoping to hear from their moms and dads, from grandchildren worried about an elderly grandparent who is still in Puerto Rico.

Two weeks after the hurricane hit Puerto Rico, there are people who have not been heard from and people who are calling for help, but have not received it yet.

I have had Members of Congress, State and local officials, and people from all over the country call me to tell me about someone who needs help getting out of Puerto Rico. Their mom is still in Puerto Rico, or a cousin is on dialysis and has not been heard from, and can I help them get to a hospital on the mainland.

These calls are heartbreaking because they are all about U.S. citizens who should be treated better 2 weeks after a calamity, even a devastating calamity like Hurricane Maria.

Most of the calls have been from my constituents in Chicago. Here is one example that was summarized to me by one of my staff members in Chicago.

She said:

Congressman, I received a call from—I won't give her name—she lives here in Illinois, but has an aunt who is in a hospital in Guaynabo, Puerto Rico, who is very ill with cancer. She is requesting assistance from our office to get her aunt out of Puerto Rico so she can receive treatment in Chicago.

Mr. Speaker, if you take a look at my Facebook page, you will see the same sort of thing.

Manny writes:

The municipality of Arecibo, a coastal town in the northern part of Puerto Rico, has not received help. I spoke to my family there via text and she said the situation there is dire.

Yanny writes:

Please don't forget Aibonito. The people there are hungry, thirsty, and there are many sick who need medicine. Thank you.

I just spoke 10 minutes ago to Maria in Chicago. She said:

Congressman, I haven't heard from my parents in Cayey.

Mr. Speaker, it is tragic. These messages break my heart. I don't know what to tell people, except to say that help may be on the way soon. Of course, that is not good enough.

I have no explanation for why it is not already there. It certainly is not the fault of the brave men and women who work for FEMA and the Armed Forces. I spent a lot of time with them in Puerto Rico while I was there, and they are working hard. They are tired.

They are facing the difficult task of finding and feeding people.

From what I saw in Puerto Rico this last weekend, what I am hearing from my constituents, and what I am hearing from my family and friends, we need to seriously ramp up the use of full capacity and capabilities of the U.S. Government, including the U.S. military, to rescue people.

They don't need paper towels tossed at them like T-shirts at a sports arena. They need helicopters, bridges, cell towers, and generators. This is why I was, frankly, horrified by our President's performance yesterday on the island.

He said that Puerto Rico was making his budget out of whack, as if the monetary cost of saving lives is what we should be focusing on, or that an agenda that cuts taxes is really as important as saving people's lives in danger.

From the beginning, he has focused on the cost of saving Puerto Ricans, not the moral duty to save them. He has essentially said that Puerto Ricans are sitting around looking for handouts and not helping themselves, which is not at all what I saw in Puerto Rico this past weekend, Mr. Speaker.

Yesterday, the President said we should all feel proud because only 16 people have been listed as officially killed by Hurricane Maria in Puerto Rico.

Really? We should feel proud?

He said that a real tragedy like Hurricane Katrina killed many more people. Thousands, he said.

So I guess he is saying: Hey, only 16. Why the big fuss?

That number doubled overnight, by the way. Everyone understands that it will go up further still when contact is made with all parts of the island.

I look at it a little differently. To me, it is almost like Hurricane Maria posed a test to the United States of America and to our President. The hurricane said: I am going to take 34 souls. That is 34 too many, but that is what I am going to take. Now I am leaving it up to you, America, Mr. President, and you the people in Congress to tell me what you will do to prevent that number from going any higher. Are you getting medicine to the sick? Are you evacuating the aunt with cancer or the cousin on dialysis? Are you providing safe drinking water and flights to safety?

Mr. Speaker, I don't think today's body count is the right metric to look at, but, rather, we should be challenging ourselves to make sure it doesn't go higher.

The most serious event in Puerto Rico's modern history may not qualify as a significant disaster to our President, but let us not sit back and allow the body count to change the President's mind. We just can't wait that long.

21ST CENTURY AVIATION REFORM

The SPEAKER pro tempore. The Chair recognizes the gentleman from Georgia (Mr. WOODALL) for 5 minutes.

Mr. WOODALL. Mr. Speaker, I have the honor of serving on the House Transportation and Infrastructure Committee, and I rise today in support of the 21st Century Aviation Innovation, Reform, and Reauthorization Act. We call it the AIRR Act in the committee.

H.R. 2997 is a unique opportunity in a bipartisan way to do something big together for the American people.

I know we hear that a lot in this Chamber, Mr. Speaker, but so often it seems like it is just out of our reach. That is not the case today.

Under Chairman SHUSTER's leadership on the Transportation and Infrastructure Committee, Mr. Speaker, my colleagues and I have worked to craft the kind of bold, forward-thinking reform that America's 21st century aviation system needs. It is in reach today to make that the law of the land.

When we sit together to reauthorize the FAA, Mr. Speaker, it isn't just about attending to the Nation's business of ensuring safety of air travelers across the country. Of course, that is a priority, but it is an opportunity to implement the kind of innovative reforms that we have seen across the globe and that America needs to reestablish itself as the world's aviation leader.

□ 1030

We have an opportunity together to deal with a bloated bureaucracy, to reduce taxpayer costs, to improve efficiency all in an industry that is designed to prioritize customer's experience and customer service.

Mr. Speaker, Americans pioneered air travel, and we remain the safest aviation system on the planet. But our own outdated bureaucracy, our own outdated rules are standing in the way of American innovators and making air travel more time consuming, more costly, and safety innovations more difficult.

Mr. Speaker, with this legislation, we have a chance to empower our innovators, to better serve our travelers, and to preserve the world's finest commitment to safety, as we always have.

As is the case, Mr. Speaker, with any heavy lift, with any big task, there are always concerns in keeping America's system safe and the American people safe a highest among those concerns.

Mr. Speaker, what you need to know today is that with the support of General Mattis, with the support of the Department of Defense, the AIRR Act has focused on preserving the primacy of preserving national security in our aviation infrastructure.

Mr. Speaker, the bill has the support of those dedicated public servants at the Pentagon because it has been sensitive to these issues. It maintains the DOD's access and management of airspace. It doesn't allow user fees that are charged to passengers to be passed onto taxpayers through the DOD. It leaves intact the President's and the DOD's proper authorities to manage this space.